

The FloMeg Advantage

- Compact Design
- Integrated Venting Options*
- Splash Protection*
- Quality Components
- 6061-T6 Billet Aluminum Body
- 2 inch and 3 inch Systems
Flow rates up to 1200 gpm
- Industry Standard Fittings
- Better control of inventory
- Prolong tank life
- Customizable Configuration



SAFE, FAST, EFFICIENT...

FLOMEG

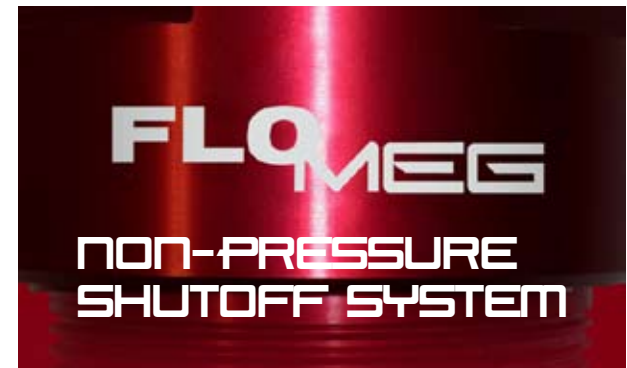
For Non-Pressure Fast Fueling



Distributed By:

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Safe, Efficient Fast Fueling

from FloMeg, the leader
in fueling innovation,
service and technology



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The FloMeg Non-Pressure Shutoff Advantage...



1) The FloMeg system uses internal pressure sensing to determine shutoff levels, not the tank's pressure.

A pilot line runs from the valve to the float. As the tank is filling a small stream of fuel enters an opening in the piston through the pilot line and drops into the tank. When the fuel level has reached the specified capacity, the float valve closes and the fuel stream in the pilot line is stopped; this creates up to 1.5 PSI back-pressure in the valve which is sufficient pressure combined with the spring force in the receiver valve to close the piston. Once the piston closes the nozzle senses the back pressure and closes.

2) Tank pressure, after filling is complete, is controlled with a breather mounted on top of the float, allowing tank pressure to quickly return to atmospheric pressure.

3) Tank stress and rupture is eliminated because of the low tank pressure either during or after filling, prolonging the life of the tank.

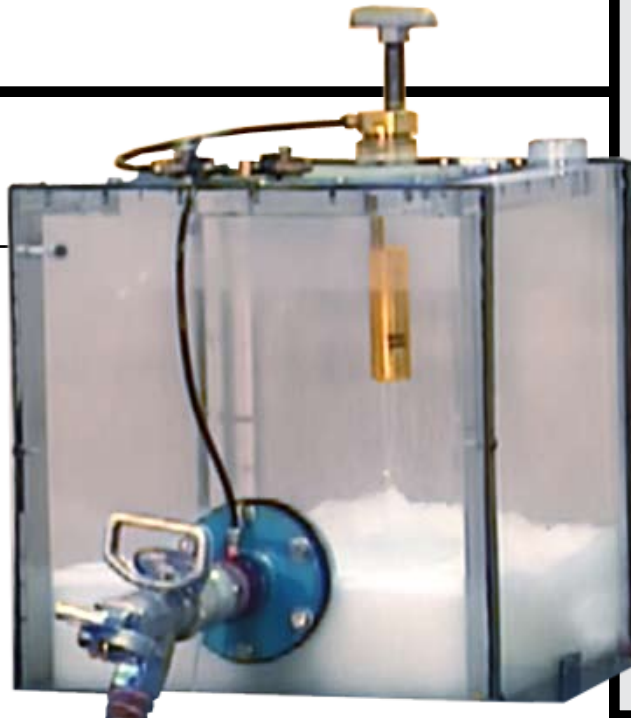
4) When the fuel level is at the pre-selected level the float will remain closed making it impossible

for the operator to override the system. Operators will not be able to "top off" the tank.

5) The Fuel Receiver is installed into the FloMeg receiver valve. When the valve piston is closed, it will not allow fluid in or out. If the fuel receiver sticks, there is minimal risk of exposure to the operator from fuel spills because the piston in the receiver valve will remain closed.

FloMeg demo tank

This FloMeg demonstration tank shows a typical configuration. A standard FloMax fueling nozzle is used with the FloMeg valve. The pilot line is the key to non-pressurized fuel shut off. The pilot line is typically run on the outside of the tank for easy access [OPTIONAL: Pilot line can be run on the inside of the tank].



Standard quick fill systems have inherent flaws

Quick fill fueling systems are the standard in the mining and construction industries.

Traditional systems use a shut off vent which causes pressure to build in the tank; this pressure is sensed by the nozzle which automatically shuts off. This is a less efficient, less safe method.

Pressurized Systems have several drawbacks:

- 1) Fuel shut off pressure is too close to the maximum tank pressure spec.
- 2) Excess tank pressure overstresses tank and can cause rupture
- 3) Manual override allows tank overflow, causing safety issues and resulting in significant loss of fuel.



Traditional fast fill systems can damage equipment and cause expensive downtime